



CITY DEVELOPMENT PLAN 2017

# SG 12: Delivering Development

SUPPLEMENTARY PLANNING GUIDANCE

Consultation Draft, November 2023

CITY DEVELOPMENT PLAN POLICIES	CITY DEVELOPMENT PLAN SUPPLEMENTARY GUIDANCE
CDP 1 The Placemaking Principle	SG 1: The Placemaking Principle
CDP 2 Sustainable Spatial Strategy	<i>SDF City Centre</i> <i>SDF Glasgow North</i> <i>SDF Govan Partick</i> <i>SDF Greater Easterhouse</i> <i>SDF Inner East</i> <i>SDF River</i> <i>LDF Drumchapel</i> <i>LDF Pollok</i> <i>LDF South Central</i>
CDP 3 Economic Development	SG 3 Economic Development
CDP 4 Network of Centres	SG 4 Network of Centres
CDP 5 Resource Management	SG 5 Resource Management
CDP 6 Green Belt and Green Network	SG 6 Green Belt and Green Network
CDP 7 Natural Environment	SG 7 Natural Environment
CDP 8 Water Environment	SG 8 Water Environment
CDP 9 Historic Environment	SG 9 Historic Environment
CDP 10 Meeting Housing Needs	SG 10 Meeting Housing Needs
CDP 11 Sustainable Transport	SG 11 Sustainable Transport
CDP 12 Delivering Development	SG 12 Delivering Development

Policies CDP 1 (The Placemaking Principle) and CDP 2 (Sustainable Spatial Strategy) are overarching policies which, together with their associated Supplementary Guidance, must be considered for all development proposals to help achieve the key aims of The Plan.

Policies CDP 3 to CDP 12 (and associated Supplementary Guidance) provide more detail on specific land use elements which contribute to meeting the requirements of the overarching policies.

1.	INTRODUCTION .....	4
2.	NEED FOR AN AGREEMENT .....	4
3.	RELATIONSHIP TO CDP DELIVERY PROGRAMME .....	4
4.	DEVELOPER CONTRIBUTIONS.....	5
	Payment of Contributions .....	5
	Financial Viability.....	5
5.	OPEN SPACE .....	6
6.	CLYDE FASTLINK .....	7
	Definition of Clyde Fastlink .....	7
	Context .....	7
	Calculation of Contribution .....	8
	Multiple Contributions .....	9
	Transport Assessments .....	9
	Exemptions / Reductions in Contributions .....	9
	Planning Permission .....	9
	Use of Financial Contributions / Repayment Timescales.....	10
	ANNEX 1: FASTLINK: IDENTIFICATION OF SCALE FACTORS.....	11
	ANNEX 2: FASTLINK: LEVEL OF CONTRIBUTIONS .....	19
	ANNEX 3: FASTLINK: DEVELOPER CONTRIBUTION ZONES.....	20

## **1. INTRODUCTION**

- 1.1. Every development has the potential to impact upon the City's infrastructure and it is vital that the City can absorb this impact and still provide the facilities that people who live and work in Glasgow will expect. In line with Policy City Development Plan (CDP) 12, this Supplementary Guidance (SG 12) outlines the mechanisms the Council will use to secure contributions to deliver on specified infrastructure actions as well as broader bespoke requirements that may emerge in relation to a particular development or location. CDP policy should be delivered within the development site to ensure high quality outcomes, however in some circumstances a legal agreement may be necessary.
- 1.2. The statutory context for developer contributions is set out in Circular 3/2012 which is described in Policy CDP 12: Delivering Development in the City Development Plan. This emphasises that planning obligations should: be necessary in planning terms; serve a planning purpose; where possible, reflect a need identified in the Development Plan; relate to the proposed development and its impacts; be proportionate in scale to the proposed development; and be reasonable.
- 1.3. This Guidance requires to be read in conjunction with the City Development Plan, other Supplementary Guidance documents supporting the Plan along with the CDP Delivery Programme, which identifies the overarching infrastructure requirements that inform the guidance.

## **2. NEED FOR AN AGREEMENT**

- 2.1. This Guidance sets out specific requirements for Open Space provision and Fastlink, including any locational restrictions, the calculation

methodology and payment of contributions, along with financial viability and cases where exemptions may apply. City Development Plan 2 also sets out a range of other areas where contributions may be required to ensure that the impact of development is mitigated.

- 2.2. Where a development is going to create additional pressure for infrastructure requirements, the Council will consider whether a legal agreement can be used to mitigate the impacts in order to ensure that the scheme satisfies policy. The Council will seek to enter into a legal agreement when a development, which is otherwise acceptable in planning terms, requires mitigation that cannot be secured on site or through planning conditions.

## **3. RELATIONSHIP TO CDP DELIVERY PROGRAMME**

- 3.1. The CDP Delivery Programme outlines the context of infrastructure requirements in terms of spatial location, the nature of the infrastructure action, the timetable (where applicable), funding streams and progress. In some cases the Delivery Programme sets out that some of these infrastructure requirements will be funded, at least in part, by developer contributions via new planning applications. Along with the spatial identification of infrastructure requirements in the Delivery Programme, the guidance below and Policy CDP 12 of the Plan provides further details of contribution zones or the location of infrastructure investment.
- 3.2. As the Delivery Programme is regularly updated through the life of the Plan, it may be the case that infrastructure requirements may change. This will be reflected in what infrastructure contributions may be sought.

#### **4. DEVELOPER CONTRIBUTIONS**

##### *Payment of Contributions*

- 4.1. Any developer making a contribution under this guidance will normally be expected to enter into a Section 75 legal agreement (Town and Country Planning (Scotland) Act 1997), unless payment is provided up front, when a Section 69 legal agreement (Local Government (Scotland) Act 1973) will suffice.
- 4.2. Proposals can be made for phased contributions provided appropriate and clearly identifiable 'triggers' can be identified and agreed (such as anniversary payments). Where this is not possible, an early single payment will be sought.
- 4.3. The failure of a developer to address the deficiencies of the necessary infrastructure in the vicinity of the site may be regarded as a valid reason for refusal of the planning application.

##### *Financial Viability*

- 4.4. Developers should take account of the potential financial, or other, implications of this Supplementary Guidance when preparing development appraisals (alongside other land take and development design considerations – see SG 1: Placemaking). This should be reflected in the price paid for a site. In exceptional circumstances, where it can be demonstrated that there are abnormally high site preparation costs and the addition of a contribution under this guideline would threaten the financial viability of developing a site, then the requirement to contribute may be reduced. Such costs could include remediating contamination, or unusual infrastructure requirements, that were not known at the time of site purchase. It does not include the cost of land purchase. In such cases the level of

any reduced requirement will be based on an independent appraisal of the relevant engineering and financial information, which must be made available to the Council.

##### *Indexing and Repayment*

- 4.5. The developer contribution figures included in this SG (and those identified in SG6) were produced in June 2023 as a starting point for calculating payments. These should be updated, using an appropriate index-link (Office of National Statistics's All Construction Output Prices – All New Work Index or such other index as the Council considers appropriate, acting reasonably) at the time of the legal agreement to provide an up-to-date figure. The developer contributions will also be index-linked from the date the Section 75 agreement or other appropriate legal agreement is concluded until the date the developer contributions fall due for payment.
- 4.6. The Council will retain developer contributions towards Clyde Fastlink for up to 15 years (see Paragraph 6.25 for more details). All other contributions will be retained for 10 years from receipt of the final payment (if phased) or completion of development, whichever is later. After this time, any unallocated contribution will be returned to the party that made the payment. This does not apply to compensation payments for loss of open space.

## 5. OPEN SPACE

5.1. CDP6 states that the contributions which may be sought from new development will reflect any requirements based on application of quality, quantity and accessibility standards, and identified local circumstances, as set out in the Open Space Strategy (OSS).

5.2. SG6 sets out these Standards and the local circumstances under which contributions will be taken, as identified in the OSS. In summary, these are:

- **standards** on which contributions will be based - Accessibility, Quality and Quantity standards for the City, outwith the City Centre; and
- **identified local circumstances** when contributions will be required:
  - the provision of open space in the City Centre;
  - outdoor sports provision; and
  - food growing.

5.3. SG6 provides further detail, including the scales and types of development expected to contribute to open space provision on application of the standards and identified local circumstances, the scale of contribution under each and how and where the contributions will be spent.

## 6. CLYDE FASTLINK

6.1. This Section provides details of how developer contributions for the provision of public transport along the Clyde either as Clyde Fastlink or an alternative public transport scheme in the same location will be calculated under Policy CDP 12: Delivering Development of the Glasgow City Development Plan.

### *Definition of Clyde Fastlink*

6.2. Clyde Fastlink was identified as a sustainable, public transport project to serve development and regeneration along the north and south bank of the River Clyde. Whilst work to deliver Clyde Fastlink continues, an alternative public transport scheme may replace it in the same location. In particular, National Planning Framework 4 identifies an Urban Mass/Rapid Transit Network for Glasgow as a national development and identifies that the Strategic Transport Projects Review 2 includes a recommendation for a Glasgow 'Metro' (or Clyde Metro as it has been named). As such, where Clyde Fastlink is referred to in this Guidance, the policy requirement is also applicable to an alternative public transport scheme.

### *Context*

6.3. Many major developments in the Clyde Waterfront area have significant transport impacts that can only be addressed by a step change in public transport provision. Several sections of the area have poor [public transport accessibility](#) (Below Base Accessibility) or inadequate public transport accessibility (Base Accessibility) to support high trip generating and/or high density proposals.

6.4. Without the provision of a high quality public transport system to the Clyde Waterfront area, high levels of traffic generation are likely to

impact on the regeneration aspirations for this strategic priority corridor. Such traffic generation would also add to continuing traffic level growth in Glasgow and lead to further congestion with disbenefits to the economy, the environment and local communities.

6.5. The Council, therefore, considers it reasonable and appropriate that developments contribute to the cost of Clyde Fastlink in relation to the likely level of demand and as a means of better integrating land use and transport improvements.

6.6. Policy CDP 2: Sustainable Spatial Strategy of the Plan encourages development proposals that "support the regeneration of the River Clyde Development Corridor, which includes Clyde Waterfront and Clyde Gateway strategic priority areas."

6.7. The Plan's strategy is supported by Policy CDP 11: Sustainable Transport, which aims to "direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case, including Fastlink....". Supplementary Guidance on Sustainable Transport (SG 11, para 2.49) outlines the public transport accessibility levels that significant travel generating proposals should meet.

6.8. The Clyde Fastlink scheme is a high quality bus-based transit system that operates at regular intervals, seven days a week. The buses run on a dedicated roadway as far as possible, with bus lanes in the City Centre and other on-road sections. Priority signalling ensures that where Clyde Fastlink buses cross roads and access the City Centre/bus lanes they will not be held up by general traffic. Passengers have the benefit of level boarding, real time information and modern shelters at halts. In the event of implementing an alternative public transport scheme, it will also achieve the same aim of providing a high quality,

frequent, rapid transit system offering the same passenger benefits.

- 6.9. In support of this approach, Policy CDP 11 also safeguards the route for Clyde Fastlink from the City Centre to Clydebank on the north bank and to Renfrew on the south bank.
- 6.10. Whilst sections of Clyde Fastlink have been completed, there remains sections to be delivered. Since the introduction of an approach to secure developer contributions for Clyde Fastlink was introduced in City Plan 2, the first phase of Clyde Fastlink has been completed and is now operational, connecting the City Centre via the Clyde Arc bridge on the north bank, and Queen Elizabeth University Hospital via Govan on the south bank. An upgrade of the bus stops and bus gate on Union Street and signal priority enhancements to increase journey time reliability has also been delivered.

#### *Calculation of Contribution*

- 6.11. For the avoidance of doubt, this SG applies only to the *uncompleted* phases of Clyde Fastlink within the Glasgow City Council boundary, i.e. from the Scottish Event Campus via Glasgow Harbour to the City boundary on the North Bank towards Clydebank; and from the Queen Elizabeth University Hospital to the City boundary on the South Bank towards Braehead and Renfrew. Contributions will be spent either on the North Bank or the South Bank dependant on the location of the application site, see paragraph 6.24.
- 6.12. To establish a basis for calculating contribution levels, the cost of providing a halt has been used (£437,000) (June 2023). The halt provides the point of access to the benefits provided by Clyde Fastlink and is therefore considered a valid benchmark.
- 6.13. All developments above the minimum size thresholds (noted in

Table 1, Annex 1) should make an appropriate contribution to the completion of Clyde Fastlink to ensure that necessary public transport infrastructure is put in place to assist in providing sustainable transport outcomes.

- 6.14. The level of contribution depends on the following factors:
- type of development;
  - size of development; and
  - walking distance from the route centre line.
- 6.15. In order to put different development types on an equal basis in terms of trip generation, Table 1 (Annex 1) provides a framework to enable a scale factor to be allocated according to the size of a development. The framework was developed using trip generation data derived from the TRICS (Trip Rate Information Computer System) database. In Table 2 (Annex 2), the scale factor is combined with the distance from the route centre line. Although Clyde Fastlink is considered to have rail type characteristics, the catchment has been set at a conservative 400 metres, based on established evidence in City Plan 2. This distance will be maintained in the case of provision of an alternative public transport scheme. The 400 metres is graduated into 100 metre zones to represent the enhanced accessibility provided by Clyde Fastlink the nearer a development is to the route. The assessment of distance from the route to a development site will be through measurement of the actual walking distance. The plan shown in Policy CDP 12 in the Plan provides an indication of the zones.
- 6.16. The level of contribution will be calculated by:
- using Table 1 (Annex 1) to establish a scale factor (1-15) by type and size of development proposed;



- allocating the development to an appropriate zone by reference to the walking distance between the nearest site edge and route centre line (see Annex 3: Clyde Fastlink / Clyde Public Transport Provision – Developer Contribution Zones);
- with the scale factor and zone information established, using Table 2 (Annex 2) to calculate the appropriate contribution; and
- index linking the agreed contribution from the date of the agreement to the date of payment on the basis of the as set out in paragraph 4.5).

6.17. Very large developments, in excess of scale factor 15 in Table 2, will be negotiated individually to reach agreement on an appropriate level of contribution to reflect the scale of development and its likely impact on the transport network (negotiations will have a basis in the TA). Where such developments are dependent on the provision of Clyde Fastlink in order to deliver the agreed mode share/ sustainable car trip generation levels, then the level of contribution should reflect this.

#### *Multiple Contributions*

6.18. The Clyde Fastlink contribution shall be considered as being additional to any other contribution required in relation to the development to cover improvements to the road network, traffic management, pedestrian and cycle facilities, provision to improve accessibility to public transport and any other appropriate requirement. In certain circumstances, the contribution to Clyde Fastlink may be considered against contributions being requested by the Council and/or made by the developer to other key public transport infrastructure provision/enhancement. It would, however, remain additional to other non-public transport developer contributions, such as provision of open space and sustainable

drainage systems. Any reductions will be negotiated on a case by case basis.

#### *Transport Assessments*

6.19. Transport Assessments (TAs) for developments within the route catchment require to be undertaken on a multi-modal basis, in line with SG 11: Sustainable Transport, and take account of the impact of Clyde Fastlink in meeting transport demands.

#### *Exemptions / Reductions in Contributions*

6.20. Small developments falling below the thresholds shown in Table 1 and minor changes of use will not be required to provide a contribution unless they are clearly part of a phased development of a larger site. In such cases, the Council will seek to agree a pro-rata sum with the applicant.

6.21. Where a developer proposes to contribute land towards the development of Clyde Fastlink the amount of the contribution may be reduced. The amount of the reduction will take account of the value of the land (independently valued, for example calculated by District Valuer) and any remedial works required to make it suitable for use. Each application will be considered on its individual merits.

#### *Planning Permission*

6.22. Any new planning application will be expected to comply with the requirements of this Supplementary Guidance.

6.23. Where a planning permission or planning permission in principle includes a condition requiring the provision of additional public transport infrastructure/services then this SG12 will be a

consideration in meeting the condition.

*Use of Financial Contributions / Repayment Timescales*

- 6.24. Contributions to Clyde Fastlink will be held in ring-fenced accounts for the north and south bank routes. Funding held in the holding accounts will be released to SPT, as promotor of Clyde Fastlink, as each phase reaches the construction/procurement stage, or Glasgow City Council in the event of an alternative public transport scheme. Such contributions should be used only for the capital cost of the Clyde Fastlink, or an alternative public transport scheme.
- 6.25. In the event that construction of the relevant phase of Clyde Fastlink is not started within 15 years of the date of the receipt of the entire contribution / completion of development (whichever is later), the Council will refund the contribution to the party that made the payment.

## ANNEX 1: FASTLINK: IDENTIFICATION OF SCALE FACTORS

**Table 1**

Scale Factor\Development Type		1	2	3	4	5	6
	Units						
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	23-114	115-227	228-341	342-455	456-568	569-682
Restaurants - including public restaurant element in hotels	Seating capacity	23-114	115-227	228-341	342-455	456-568	569-682
Nightclubs / Function Suites – including function suite / conference facility element in hotels	GFA (sqm)	100-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000
Public Houses - including public bar element in hotels	GFA (sqm)	100-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	23-111	112-222	223-333	334-444	445-556	557-667
Retail Food	GFA (sqm)	39-192	193-385	386-577	578-769	770-962	963-1154
Retail Non Food	GFA (sqm)	125-625	626-1250	1251-1875	1876-2500	2501-3125	3126-3750
Wholesale, Builders Merchants and similar	GFA (sqm)	250-1250	1251-2500	2501-3750	3751-5000	5001-6250	6251-7500
Office Business	GFA (sqm)	200-1000	1001-4000	4001-9740	9741-12987	12988-16234	16235-19481
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	74-368	369-735	736-2206	2207-2941	2942-6649	6650-7979
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	3847-19231	19232-38462	38463-57692	57693-76923	76924-96154	96155-115385
Industry Light	GFA (sqm)	848-4237	4238-8475	8476-12712	12713-16949	16950-21186	21187-25424
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	200-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
Petrol Filling Stations	Site Area (sqm)	50-250	251-500	501-750	751-1000	1001-1250	1251-1500

Scale Factor\Development Type		1	2	3	4	5	6
	Units						
Warehousing - storage and distribution	GFA (sqm)	1000-5000	5001-10000	10001-15000	15001-20000	20001-25000	25001-30000
Warehousing - repository and self-service storage	GFA (sqm)	3847-19231	19232-38462	38463-57692	57693-76923	76924-96154	96155-115385
Mail/Parcel Distribution	GFA (sqm)	417-2083	2084-4167	4168-6250	6251-8333	8334-10417	10418-12500
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	34-167	168-333	334-500	501-667	668-833	834-1000
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	46-227	228-455	456-682	683-909	910-1136	1137-1364
Passive Leisure - museums, art galleries, libraries, community/ church halls, places of worship and similar	GFA (sqm)	358-1786	1787-3571	3572-5357	5358-7143	7144-8929	8930-10714
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	238-1190	1191-2381	2382-3571	3572-4762	4763-5952	5953-7143
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	136-676	677-1351	1352-2027	2028-2703	2704-3378	3379-4054
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	250-1250	1251-2500	2501-4167	4168-5556	5557-7813	7814-9375
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	0.2-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	5.01-6.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	9-42	43-83	84-125	126-167	168-208	209-250
Hospitals, Hospices and similar (treatment element) – including daycare centres/clinics	GFA (sqm)	834-4167	4168-8333	8334-12500	12501-16667	16668-20833	20834-25000
Dental Clinics	Number of surgeries	2-10	11-21	22-31	32-42	43-52	53-63

Scale Factor\Development Type		1	2	3	4	5	6
	Units						
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	2-6	7-13	14-19	20-25	26-31	32-38
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	200-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
Nurseries	GFA (sqm)	74-368	369-735	736-1103	1104-1471	1472-1838	1839-2206

Expected one way trip generation during 11 hour day - up to:		250	500	750	1000	1250	1500
--	--	-----	-----	-----	------	------	------

**Table 1 Continued**

Scale Factor\Development Type		7	8	9	10	11	12
	Units						
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	683-795	796-909	910-1023	1024-1136	1137-1250	1251-1364
Restaurants - including public restaurant element in hotels	Seating capacity	683-795	796-909	910-1023	1024-1136	1137-1250	1251-1364
Nightclubs / Function Suites – including function suite / conference facility element in hotels	GFA (sqm)	3001-3500	3501-4000	4001-4500	4501-5000	5001-5500	5501-6000
Public Houses - including public bar element in hotels	GFA (sqm)	3001-3500	3501-4000	4001-4500	4501-5000	5001-5500	5501-6000
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	668-778	779-889	890-1000	1001-1111	1112-1222	1223-1333
Retail Food	GFA (sqm)	1155-1346	1347-1538	1539-1731	1732-1923	1924-2115	2116-2308
Retail Non Food	GFA (sqm)	3751- 4375	4376-5000	5001-5625	5626-6250	6251-6875	6876-7500

Scale Factor\Development Type		7	8	9	10	11	12
	Units						
Wholesale, Builders Merchants and similar	GFA (sqm)	7501-8750	8751-10000	10001-11250	11251-12500	12501-13750	13751-15000
Office Business	GFA (sqm)	19482-22727	22728-25974	25975-29221	29222-32468	32469-35714	35715-38961
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	7980-9309	9310-10638	10639-11968	11969-13298	13299-14628	14629-15957
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	115386-134615	134616-153846	153847-173077	173078-192308	192309-211538	211539-230769
Industry Light	GFA (sqm)	25425-29661	29662-33898	33899-38136	38137-42373	42374-46610	46611-50847
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	6001-7000	7001-8000	8001-9000	9001-10000	10001-11000	11001-12000
Petrol Filling Stations	Site Area (sqm)	1501-1750	1751-2000	2001-2250	2251-2500	2501-2750	2751-3000
Warehousing - storage and distribution	GFA (sqm)	30001-35000	35001-40000	40001-45000	45001-50000	50001-55000	55001-60000
Warehousing - repository and self-service storage	GFA (sqm)	115386-134615	134616-153846	153847-173077	173078-192308	192309-211538	211539-230769
Mail/Parcel Distribution	GFA (sqm)	12501-14583	14584-16667	16668-18750	18751-20833	20834-22917	22918-25000
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	1001-1167	1168-1333	1334-1500	1501-1667	1668-1833	1834-2000
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	1365-1591	1592-1818	1819-2045	2046-2273	2274-2500	2501-2727
Passive Leisure - museums, art galleries, libraries, community/ church halls, places of worship and similar	GFA (sqm)	10715-12500	12501-14286	14287-16071	16072-17857	17858-19643	19644-21429
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	7144-8333	8334-9524	9525-10714	10715-11905	11906-13095	13096-14286-
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	4055-4730	4731-5405	5406-6081	6082-6757	6758-7432	7433-8108

Scale Factor\Development Type		7	8	9	10	11	12
	Units						
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	9376-10938	10939-12500	12501-14063	14064-15625	15626-17188	17189-18750
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	6.01-7.00	7.01-8.00	8.01-9.00	9.01-10.00	10.01-11.00	11.01-12.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	251-292	293-333	334-375	376-417	418-458	459-500
Hospitals, Hospices and similar (treatment element) – including daycare centres/clinics	GFA (sqm)	25001-29167	29168-33333	33334-37500	37501-41667	41668-45833	45834-50000
Dental Clinics	Number of surgeries	64-73	74-83	84-94	95-104	105-115	116-125
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	39-44	45-50	51-56	57-63	64-69	70-75
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	6001-7000	7001-8000	8001-9000	9001-10000	10001-11000	11001-12000
Nurseries	GFA (sqm)	2207-2574	2575-2941	2942-3309	3310-3676	3677-4044	4045-4412
Expected one way trip generation during 11 hour day - up to:		1750	2000	2250	2500	2750	3000

**Table 1 Continued**

Scale Factor\Development Type		13	14	15	16 +
	Units				
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	1365-1477	1478-1591	1592-1705	Larger developments will be negotiated separately
Restaurants - including public restaurant element in hotels	Seating capacity	1365-1477	1478-1591	1592-1705	
Nightclubs / Function Suites – including function suite / conference facility element in hotels	GFA (sqm)	6001-6500	6501-7000	7001-7500	
Public Houses - including public bar element in hotels	GFA (sqm)	6001-6500	6501-7000	7001-7500	
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	1334-1444	1445-1556	1557-1667	
Retail Food	GFA (sqm)	2309-2500	2501-2692	2693-2885	
Retail Non Food	GFA (sqm)	7501-8125	8126-8750	8751-9375	
Wholesale, Builders Merchants and similar	GFA (sqm)	15001-16250	16251-17500	17501-18750	
Office Business	GFA (sqm)	38962-42208	42209-45455	45456-48701	
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	15958-17287	17288-18617	18618-19947	
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	230770-250000	250001-269231	269232-288462	
Industry Light	GFA (sqm)	50848-55085	55086-59322	59323-63559	
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	12001-13000	13001-14000	14001-15000	
Petrol Filling Stations	Site Area (sqm)	3001-3250	3251-3500	3501-3750	



Scale Factor\Development Type		13	14	15	16 +
	Units				
Warehousing - storage and distribution	GFA (sqm)	60001-65000	65001-70000	70001-75000	Larger developments will be negotiated separately
Warehousing - repository and self-service storage	GFA (sqm)	230770-250000	250001-269231	269232-288462	
Mail/Parcel Distribution	GFA (sqm)	25001-27083	27084-29167	29168-31250	
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	2001-2167	2168-2333	2334-2500	
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	2728-2955	2956-3182	3183-3409	
Passive Leisure - museums, art galleries, libraries, community/ church halls, places of worship and similar	GFA (sqm)	21430-23214	23215-25000	25001-26786	
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	14287-15476	15477-16667	16668-17857	
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	8109-8784	8785-9459	9460-10135	
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	18751-20313	20314-21875	21876-23438	
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	12.01-13.00	13.01-14.00	14.01-15.00	
Hospitals, Hospices and similar (bedspace element)	Number of beds	501-542	543-583	584-625	
Hospitals, Hospices and similar (treatment element) – including daycare centres/clinics	GFA (sqm)	50001-54167	54168-58333	58334-62500	
Dental Clinics	Number of surgeries	126-135	136-146	147-156	

Scale Factor\Development Type		13	14	15	16 +
	Units				
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	76-81	82-88	89-94	Larger developments will be negotiated separately
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	12001-13000	13001-14000	14001-15000	
Nurseries	GFA (sqm)	4413-4779	4780-5147	5148-5515	
Expected one way trip generation during 11 hour day - up to:		3250	3500	3750	

## ANNEX 2: FASTLINK: LEVEL OF CONTRIBUTIONS

The figures included in table 2 were produced in June 2023 as a starting point for calculating payments. As noted in paragraph 4.5 of the Guidance, the payment figures provided in SG6 and 12 should be updated, using an appropriate index-link (in line with paragraph 4.5), at the time of the legal agreement to provide an up to date figure.

**Table 2**

Distance from Route		Scale factor							Figures in £000s						
		1	2	3	4	5	6	7	1	2	3	4	5	6	7
Zone 1	0-100m	12	31	62	94	125	156	187	12	31	62	94	125	156	187
Zone 2	101-200m	10	26	52	77	105	130	156	10	26	52	77	105	130	156
Zone 3	201-300m	8	20	42	62	83	105	125	8	20	42	62	83	105	125
Zone 4	301-400m	5	15	31	46	62	77	94	5	15	31	46	62	77	94

**Table 2 continued**

Distance from Route		Scale factor								Figures in £000s							
		8	9	10	11	12	13	14	15	8	9	10	11	12	13	14	15
Zone 1	0-100m	219	250	281	312	343	375	406	437	219	250	281	312	343	375	406	437
Zone 2	101-200m	182	208	233	261	286	312	338	364	182	208	233	261	286	312	338	364
Zone 3	201-300m	145	167	187	208	229	250	270	292	145	167	187	208	229	250	270	292
Zone 4	301-400m	109	125	140	156	171	187	202	219	109	125	140	156	171	187	202	219

**ANNEX 3: FASTLINK: DEVELOPER CONTRIBUTION ZONES**

